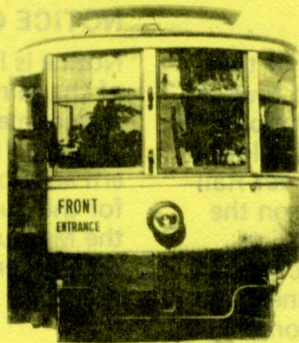


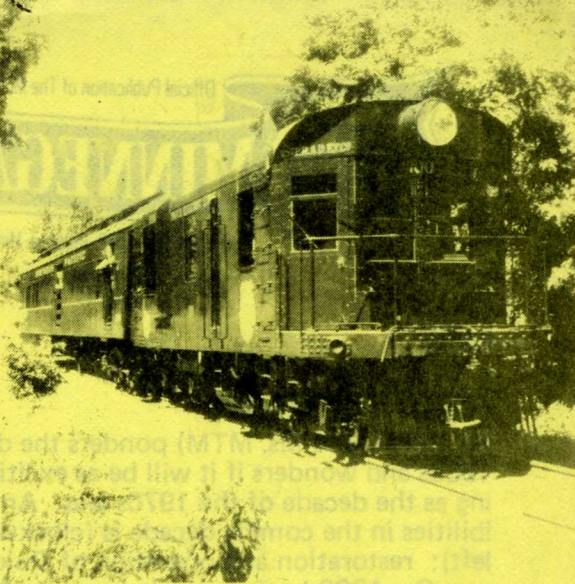
The 1980s



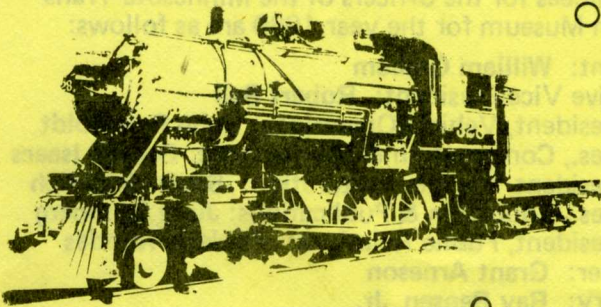
Streetcar Line Extension



DSR No. 265



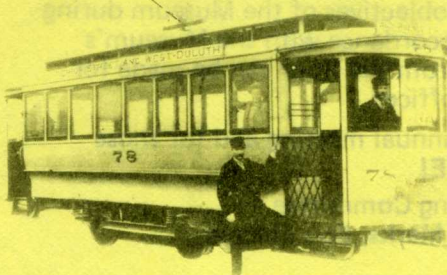
A Railroad Line



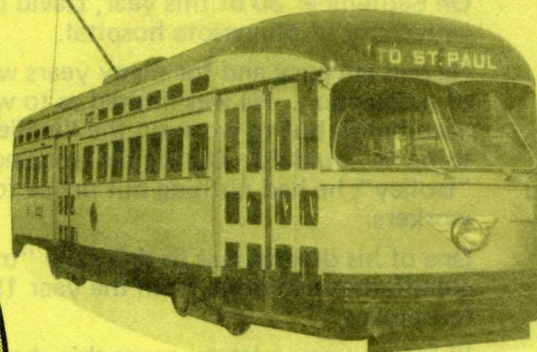
N. P. No. 328



Mesaba No. 10



DSR Laclede No. 78



TCRT PCC Car

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

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JANUARY - FEBRUARY 1980

ABOUT THE COVER

Mr. MTM (and Ms. MTM) ponders the decade of the 1980s and wonders if it will be as exciting and rewarding as the decade of the 1970s was. Among the possibilities in the coming decade is (clockwise from lower left): restoration and operation of Duluth Street Railway Co. 1893 Laclede single-truck car No. 78 on the Como-Harriet Streetcar Line (Minnesota Historical Society photo); the return of Northern Pacific steam engine No. 328 to MTM's proposed railroad line (Harold K. Vollrath photo); an extension to the Como-Harriet Streetcar Line (George Isaacs photo); operation of Duluth Street Railway No. 265 (Jim Kruezeberger photo); acquisition of a railroad operating site (Bob Clarkson photo); restoration and operation of Mesaba Interurban car No. 10 (Russ Olson collection); the return of a TCRT PCC car to the Como-Harriet Streetcar Line (Ken Fletcher photo); plus some other surprises that even we don't know about yet!

DAVID JOHNSON

MTM just received the following letter from the parents of member David Johnson:

We would like to thank the many friends of our son, David, who worked on the "Trolley." He spent many a happy Saturday working on the "Trolley."

On September 30 of this year, David passed away at University of Minnesota hospital.

He had epilepsy and for many years was on heavy doses of medication. He was limited as to what he could accomplish but to work on the "trolley" was something he could do. During his working hours on the "trolley", he had nothing but praise for his fellow workers.

One of his dreams was to drive the "trolley" as his grandfather had done from the year 1929 until his retirement.

In his memory, please accept this check. We are also going to continue working with the "Trolley" for David.

Please thank the many friends of Dave for us and we will be seeing you very soon.

Sincerely,
 Bill and Jean Johnson

We at MTM wish to express our sympathy to Mr. and Mrs. Johnson. Dave spent many Saturdays at the Como-Harriet Streetcar Line helping to lay track and spruce up the grounds. He always put in his one Saturday per month, and usually put in an extra session or two besides. He will be missed. We also wish to thank Mr. and Mrs. Johnson for their most generous donation.

NOTICE OF ANNUAL MEETING

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM will be held on Tuesday, January 15, 1980, at 8:00 pm at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul for the purposes of hearing reports on the operation of the Museum, electing officers for 1980, and transacting such other business as may properly come before the meeting.

REPORT OF THE NOMINATING COMMITTEE

The nominees for the officers of the Minnesota Transportation Museum for the year 1980 are as follows:

President: **William Graham**
 Executive Vice-President: **Robert Ball**
 Vice-President, Vehicle Operations: **John Prestholdt**
 Vice-Pres., Construction & Maintenance: **George Isaacs**
 Vice-President, Vehicle Restoration: **Scott Heiderich**
 Vice-Pres., Education & Publications: **Judy Sandberg**
 Vice-President, Public Relations: **Frederic Rhodes**
 Treasurer: **Grant Arneson**
 Secretary: **Ray Bensen, Jr.**

At the annual meeting of MTM, the above slate of candidates will be submitted in nomination for the consideration of those voting members present. In making these recommendations for officers, this committee endorses them as being best qualified to carry out the functions of each respective office, and to advance the goals and objectives of the Museum during the coming year. In accordance with the Museum's Bylaws, nominations from the floor can be made for any one of the above offices.

Be sure to attend the annual meeting and for those active members - **VOTE!**

The 1980 Nominating Committee
 Russ Olson, George Marks, Bob Macnie

1979 COMO-HARRIET LINE SEASON ENDS

The Como-Harriet Streetcar Line shut down for the season on November 18. Car No. 1300 carried 605 passengers in November over three weekends. That brought the 1979 season total to 50,667, the second highest season total in our nine-year operation at Lake Harriet.

The greatest number of passengers carried in one day this season was on Sunday, July 15 when 1,564 riders took the trip to Lake Calhoun. The fewest number of passengers carried was on a snowy Sunday, November 11 when four riders came in out of the cold.

The grand total of passengers carried since the Como-Harriet Streetcar Line opened for service on August 28, 1971 is 371,189. The year-by-year breakdown and seasonal rank is as follows:

Year	Passengers	Rank
1971	19018	9
1972	44273	3
1973	44037	4
1974	42121	5
1975	38526	8
1976	41919	6
1977	51794	1
1978	38834	7
1979	50667	2
	371189	

Mike Buck, Vice-President
Vehicle Operations

PRESIDENT'S MESSAGE

After 10 years of successful streetcar operations, it is time for me to wax philosophic about our future. Our successes have come about, in part, because we have had big dreams. There is a bit of the kid in every railfan including myself. I'd like to throw out a few of the dreams I have for MTM in the 1980's, and I'd like to hear yours as well.

1. By 1990, the Como-Harriet will have four operating streetcars: TCRT No. 1300, DST No. 265, a Twin Cities PCC car from Cleveland, and either Duluth No. 78 or Mesaba No. 10, both of which now reside at Como Shops in derelict shape.

2. By 1990, the Como-Harriet will be picking up passengers at Drew Avenue and at Lake Street with intermediate stops. Half of those attending band concerts and picnics at Lake Harriet will arrive and depart by streetcar.

3. By 1990, MTM will be carrying 50,000 passengers each summer between Montgomery and Le Center. The train will include Northern Pacific coach No. 1370 rebuilt with walk-over seats and stained clerestory windows. Other restored coaches will represent the Chicago & Northwestern, Soo Line, Great Northern, and the Milwaukee Road. Bringing up the rear will be Great Northern "Twin Ports" or a Milwaukee Sky Top Lounge on alternate days.

4. By 1990, MTM will have acquired and overhauled a mainline steam locomotive (N.P. No. 2156?). This engine will run at Montgomery and will make occasional forays around the state. We also will have an operational EMD F unit in original colors.

5. By 1990, MTM will have a permanent facility in which to display and interpret our vast collection of railroad lore. It will be open to the public daily, feature an operating railroad and trolley layout, and have a real railroad outside its door for people to ride.

Impossible? I think not. With planning and hard work, these dreams are no more impossible than building a streetcar line from scratch and carrying 50,000 passengers over it each summer. Save this copy of your "Minnegazette" for future reference.

Bill Graham
President

1980 MEMBERSHIP DUES SECOND NOTICE

We are enclosing in this issue of the Minnegazette our second notice to all members that the 1980 membership dues are due by March 15, 1980. If you have any questions, please contact me. Thank you.

Scott Heiderich, Membership Secretary
1966 Portland Avenue, St. Paul, MN 55104
(612) 645-3333

EXHIBITION COMMITTEE FORMED

A new Exhibition Committee has been formed within MTM for the purpose of coordinating and maximizing the use of the museum's facilities in future shows and displays. In the past conflicts have arisen when members have accepted invitations to represent MTM at various functions on the same day, often on short notice.

All members approached by groups to provide a display or program are asked to coordinate these activities with the Chairman of the Exhibition Committee, Judy Sandberg (890-2830), or with Bob Ball (521-4013). They will reserve whatever displays or equipment necessary to put on the program for you. We encourage any member to use these facilities to further the good will of MTM.

IV. THE LAST RIDE

Note: MTM member Tom Rollo of Milwaukee, Wisconsin wrote us a four-part account of his recollections of TCRT streetcars as seen through the eyes of a young child living near the Como-Harriet streetcar line in the Linden Hills area of Minneapolis from 1951 to 1955 during the final years of streetcar service. Here is the final part of his story.

The last ride on a streetcar is perhaps the most vivid memory of all. It was a warm summer day on June 16, 1954. The Minneapolis school system at that time was releasing its classes in mid-June and today was the last day. I had ridden to Eustis Street and Brookside loop the weekend before and although that in itself would have been a satisfactory "last ride", there had to be one more.

Our landlord's daughter and friend, Marna Peik, accompanied me on the final trip. We arrived at the famous intersection of 42nd Street and Queen Avenue South in the late afternoon. The sun was beginning to set. The old distorted glass in the station house windows gave off uneven reflections. Not only was the sun setting on this day but on this mode of transportation passing directly in front of us.

The destination today was 50th & Penn, not much of a ride really, but considering the time of day and date it seemed appropriate. While we waited a heavy set lady and her three children walked up and she asked "How much does it cost to ride on this thing?" I was a bit taken in by such a question. How could anyone refer to the best streetcar line on the world's greatest street railway system as "a thing." There probably was a lot of this sort of thing going on this week; people going on their last ride and in this case, doubtless the first and last.

I explained the three destinations that could be reached from this stop and the fares for all ages. Toward the end of the explanation a westbound streetcar came, stopped at the stop sign, and proceeded through the crossing. Just then I turned around, having finished my explanation, only to look up at the side of the streetcar and there was **Oak-Harriet** looking down at me.

I jumped up and down several times waving my arms in complete surprise having missed the streetcar. It rolled to a stop about 15 feet beyond the crossing and the rear doors opened. Ah, the motorman saw me. We ran across 42nd Street and boarded through the rear door. I looked up to the front of the car and saw the reflection of the motorman's eyes in the rear view mirror. I could tell he was smiling - the crows feet were turned up.

I ran up to the front of the car and dropped two dimes into the fare box. The motorman said, "I thought you wanted to get on." I recognized him right away. He was a very nice old man with snow white hair that stuck out from around the edge of his cap. I had ridden with him many times before and we sort of knew each other but never knew names. I recall getting on his streetcar at 44th & France on several of the many trips to Morningside. Sometimes in the summer there was a popcorn wagon there and during the layover he always bought a bag to nibble on and share with his young passenger.

The streetcar now underway turned under the Linden Hills bridge past the small waiting platform that was never used and pulled up next to the toy store at Upton causing every window in the building to vibrate. Next at Xerxes, the car rolled to a perfect stop in proper alignment with the switch. A **Como-Harriet** or **Como-Hopkins** car preceded ours so it was necessary to change the switch position. The motorman's many years of experience was in evidence since he with one hand leaned over and changed the switch position without having to fumble with the controller and the reversing switch like so many of his coworkers.

Another passenger rang the bell to get off at 46th St. This was on a slight hill so it took some extra braking power to stop the car. The deafening squeal of the brakes gave evidence to the fact that the streetcar was operating on borrowed time.

The last passenger got off at 50th & Penn and I quickly ran up to drop another 20 cents into the fare box. The traffic was extremely heavy on 50th. We waited a very long time before finally backing into the wye. What this amounted to now really was a right turn from the left lane. Can you imagine that now? A traffic engineer would never approve of that.

The cancer of abandonment was visibly close. The trolley wire had been cut off just west of Penn just south of the intersection. There was the wire above us, a beautifully constructed TCRT curve that started nowhere and ended nowhere. The little block signal on Penn just south of 50th that protected the single track on Penn was now sad and ghostly dark having outlived its usefulness.

With all in readiness for backing, we stood with the motorman on the rear platform. He stood there waiting patiently for a break in traffic and said, "Pretty soon there will be no more **Oak-Harriet** car." I didn't say anything. What could I say? He flipped the start switch then momentarily looked skyward to make certain the trolley rope was starting to lean in the right direction. His concern led me to believe that there must have been an occasional problem with the frog at this point.

This intersection was a fine example of everything TCRT had to offer in the way of trackage and overhead. Fiftieth Street was concrete pavement with concrete line poles from Bryant to Xerxes instead of the usual capped metal poles. The wye and the single track on Penn were both blacktop around the rails. The short section of double track on Penn was of block pavement.

Almost at once we were on our way again. The car rounded the tight curve onto 50th Street with its usual grace. At 50th & Xerxes I walked up and asked the motorman what the wye at this location was for. He said it was only used in rush hours in recent years. None of the crew liked to use it because it was built backwards. The streetcar had to pull into the wye nose first and then back around into traffic.

There was a woman waiting with that "I want to get on" body language at 44th Street. The motorman turned around to switch on the car lights since it was dark enough under the canopy of elms. I leaned out the window as the car turned onto the right-of-way. There was a sewer below me; the one that about a year before backed up flooding the track which resulted in a shorted out PCC backing up traffic.

The motorman applied the power a bit early as we coasted through the switch. A beautiful blue flash came from the trolley wheel as it passed through the frog and could be seen in reflections from the glaze of the feeder cable insulators above.

The car pulled up to Lake Harriet Station and we thanked the motorman. The streetcar pulled out, its red taillight disappeared into the Glen. The lady and her three children were gone, the station was closed for the evening, and the lights were on under the canopy. Everything seemed so normal just as it had been for the years before.

Two days later I rode by bicycle to a spot next to the line pole behind the hardware store at Upton. The streetcars came and went loaded with rush hour passengers. The following morning I awoke to a very hot, overcast day. My bedroom window was wide open and from Sheridan Avenue came the sound of a General Motors diesel engine. That really did it.

In all of our childhoods there are firsts. The first time I went downtown by myself - the first state capital I visited - the first state fair - the first observatory - all of these firsts were aboard the **Como-Harriet**, back when you could go when you please and when going was as much fun as getting there.

MTM REVIEW OF THE 1970s

The 1970s are history. An incredible decade in MTM's brief history has passed. It was a decade in which most of our dreams came true - and then some. MTM began as the Minnesota Transportation Committee in 1962 and assumed ownership of TCRT streetcar No. 1300 which was in storage at the Minnesota Transfer Roundhouse in St. Paul since its retirement from service in 1954. In 1965, the committee was incorporated into the Minnesota Transportation Museum, Inc. (MTM).

Outside of staffing Minnehaha Depot, little happened or was noticed by the public until the 1970s when the MTM grew up under the leadership of Presidents Byron Olsen (1970), John Stein (1971-1973), George Isaacs (1974-1975), Frank Sandberg (1976-1978), and Bill Graham (1979). What follows is a brief year-by-year progression through the 1970s as reported in the Minnegazette by the editors of the period; Paul Joyce (1970-1976), Gordon Frederick (1977), Russ Olson (1978), and Fred Rhodes (1979). This account only begins to review the many accomplishments made by our volunteer members as a reminder to our long-time members and as history to our newer members.

1970

On March 10, fresh from a "G.I. Party", No. 1300 was carefully pulled out of the Minnesota Transfer Roundhouse to a waiting crowd of Minneapolis and St. Paul news reporters, cameramen, and eager fans . . . it was the first time No. 1300 had seen daylight since its sensational public outing in 1963 when it made several weekend runs in the railroad yard powered by the "goat" - the gasoline engine mounted behind the car generating 600 volts DC . . . headlines in the press the next day read **"Clang, Clang, Clang Goes the Trolley - Those Bells You Hear May Be For Real"** and **"Old 1300 May Run Again"**.

The April Minnegazette appealed for funds to get the streetcar running and announced that MTM was about to enter one of its greatest eras in progress in helping to preserve many fast-disappearing species of public transport for future generations to see, ride, and enjoy . . . the schedule for Minnehaha Depot open dates was published; 18 days between Memorial Day and Labor Day.

An operating site for No. 1300 at Lake Harriet, first proposed by Paul Joyce in 1968 and approved by the Minneapolis Park Board in 1969 became reality in 1970 . . . a 16 by 56 ft all-steel car barn and protective fencing was constructed under the Linden Hills bridge by MTM volunteer members for No. 1300 and the first 150 ft of track was laid on the original abandoned TCRT Como-Harriet right-of-way near the northwest shore of Lake Harriet . . . MTM had about 55 members.

1971

Track was laid towards W. 42nd St. that spring and was about 150 ft short of 42nd when No. 1300 was moved out to Lake Harriet from the Minnesota Transfer Roundhouse on June 9 . . . after great debate as to whether to

run the car facing north or south, it was set on the rails facing north . . . the "goat" was immediately hooked up and 1300 made its first test run the same day.

Track was extended across 42nd St. and just past the loading platform at Lake Harriet Station - a track length of about 1,400 ft . . . on Saturday, August 28, No. 1300 carried its first revenue passengers . . . between August 28 and September 20, No. 1300 carried over 13,000 passengers - running weekends only . . . over 20,000 rode the car that first short season.

A "new" MTM logo, modified from the logo of the defunct Minneapolis Threshing Machine Company, was adopted replacing the original MTM block letters stacked into the shape of Minnesota.



Original
MTM
logo



Minneapolis
Threshing
Machine Co.
logo



New
MTM
logo

1972

Most of the year was spent manually extending the Como-Harriet Streetcar Line northward into the Glen towards the William Berry bridge . . . much earth was graded . . . more rails and ties were delivered . . . the rails finally reached just short of the bridge by season's end . . . No. 1300's ride would get a little longer each week . . . total track length reached about 2,600 feet.

Preparation for electrification of the line in 1973 began . . . four original black TCRT iron bell-top line poles were located and implanted at the 42nd St. loading platform area . . . over 50 wooden poles were placed along the route . . . the Minnehaha Depot maintained its Sunday schedule as always.

1973

A big year . . . the generous and history-conscious Burlington Northern Railroad graciously permitted MTM an extended term use of a spacious three-track building and work area in a portion of its own Como Shops in St. Paul . . . for the first time, MTM could bring together its growing collection of rolling stock for storage and restoration.

On July 5, the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Co. (M.St.P.R.&D.E.T.Co.) No. 100 - the "Dan Patch", the 1913 General Electric diesel-electric engine, acquired by MTM in 1970, was moved into the Como Shops for restoration . . . it had been in storage at the St. Paul Union Depot since its retirement in 1969, still in its final colors of the Minneapolis, Anoka & Cuyuna Range Railroad.

Six ex-Chicago Transit Authority elevated trailer trucks were delivered to Como Shops to be used on future streetcar restoration.

On August 23, after several weeks of setting poles and stringing wire, No. 1300's trolley wheel touched wire and the "goat" was permanently disconnected track was extended to the William Berry bridge a new storage shop was built next to the carbarn a new switch and siding was built to the new storage shop a line tower car was built.

On September 19, MTM's second streetcar was moved into the Como Shops Duluth streetcar No. 265, built by TCRT at its Snelling Shops in St. Paul in 1914 and operated in Duluth until 1939, had sat in the woods in Solon Springs, Wisconsin as a lake cottage for 34 years its long process of restoration began Duluth Street Railway 1893-vintage Laclede car No. 78 was also acquired and moved to Como Shops.

On November 10, MTM took delivery of the 1936 Fairmont A-5 "speeder", a 35-hp gasoline-powered motor car for use as a work car and towing No. 1300 if necessary 41 tons of rail was delivered for line extension.

1974

A color postcard of No. 1300 was introduced aboard the car as a souvenir item and was an instant success along with a reprint of the Wildwood Amusement Park/Resort brochure the Lake Minnetonka brochure already was available on the car a committee was established to find and secure a steam railroad site a two-mile section of track in St. Paul with depots at each end was sought by MTM with a static display of railroad equipment and offices at the site to be operational for the Bicentennial in 1976.

MTM acquired Soo Line Caboose 99014 on July 19 ex-Des Moines ACF Brill trolley coach No. 239 was also acquired on July 21 a passing siding was installed at Lake Harriet Station the Minnehaha Depot was repainted Northern Pacific passenger coach No. 1370 was moved to Como Shops in December after spending several years next to Minnehaha Depot.

Future plans included 2,000 more feet of track at Lake Harriet, two switches, track realignment, landscaping, two San Francisco-style turntables, and a new two-car carbarn restoration on DSR No. 265 continued MTM's membership grew to 150 members.

1975

No. 1300's well-worn trucks were removed and repaired at great expense (\$11,000) during the winter of 1974-1975 a crash fund-raising effort to secure the \$6,500 cost overrun was launched and was successful and No. 1300 was back on her trucks on May 17 in time for her usual Memorial Day opening back-up lights (hidden) were installed on No. 1300.

The Bicentennial Freedom Train, drawn by ex-Southern Pacific Daylight 4-8-4 No. 4449, pulled into the Minne-

haha Depot area on August 26 for a five-day stay and drew enormous crowds an estimated 50,000 people toured "The Princess" as MTM members staffed the Depot for the entire stay the Twin Cities was the Freedom Train's 27th stop on its two-year cross-country trek.

A 700-foot extension to the northern end of the Como-Harriet Streetcar Line was approved by the Minneapolis Park Board which would extend the line to the archery range a plan to further extend the line across Richfield Road was abandoned restoration on DSR No. 265 and Dan Patch No. 100 continued Northern Pacific Triple Combine Car No. 1102 arrived at Como Shops for restoration No. 1300 ended its operating season on November 16.

1976

The Minnegazettes departed from their standard black-on-yellow covers and sported red-and-blue-on-white covers for this Bicentennial year.

No. 1300's air compressor was overhauled and reinstalled in time for the Memorial Day opening the car itself was completely repainted inside and out on July 4, the nation's Bicentennial Day, No. 1300 wore red, white, and blue bunting as it carried large throngs on August 4, the Minneapolis Park Board eliminated its annual rental fee from its lease to MTM for streetcar usage saving MTM thousands of dollars.

MTM acquired TCRT/MTC General Motors diesel coach No. 1399 from the MTC which was selling and scrapping hundreds of the 1953-1954-vintage GM buses that had replaced the streetcars MTM inquired about GM coach No. 1300 but it was already sold in mid-August, after 20 years of collecting material, researching tons of records, and countless hours of writing, Russell L. Olson's long-awaited book, "The Electric Railways of Minnesota" was published to the delight of traction fans everywhere the Lake Harriet Station boarding area was converted from a weed patch to a beautiful garden by the Blue Belles Garden Club and Boy Scout Troop No. 64 on October 16, TCRT steel-sided car No. 1496 (the "Trolley Church") was moved from its home in the woods in Inver Grove Heights to Como Shops for future restoration that same day the Como-Harriet Streetcar Line was the recipient of an award of merit given by the American Society for the Preservation of State and Local History.

On October 29-30-31, MTM hosted the 5th Annual Tourist Railway Association Inc. (TRAIN) convention at the Curtis Hotel in Minneapolis on November 6 Northern Pacific steam engine No. 328 was moved from Stillwater, where it had been on display for 21 years, to Como Shops, a distance of 31 miles, in five hours courtesy of Burlington Northern where restoration begun restoration on DSR No. 265 and Dan Patch No. 100 continued the 700-ft northern extension was completed and a request for further extension was submitted to the Park Board MTM membership grew to a new high of 230 members.

1977

On February 23, the Minneapolis Park Board unanimously approved an extension of the Como-Harriet Streetcar Line to just south of 36th Street . . . on April 30, nearly 1,500 ft of track was laid courtesy of Railroad Service, Inc. and a fine turnout of MTM volunteers, certainly a record for track laid in one day never seen before or since at MTM . . . the 5-card streetcar postcard pack made its debut as a souvenir item . . . No. 1300 had its earliest opening in MTM history on April 10 - Easter Sunday - when a record high temperature of 88° brought out over 400 people for a ride on the Como-Harriet line . . . a Clark 3-ton forklift truck was acquired for heavy duty work at the Como Shops.

On September 3, No. 1300 made its first run over the new extension . . . the 1st Annual Streetcar Company Picnic was held on October 9 . . . Como-Harriet ridership exceeded 50,000 passengers for the first time, 51,794 to be exact - still a record . . . a round "TUIT" button was introduced for those who said they would come out to the Como Shops or to Lake Harriet for restoration work when they get "around to it" . . . a 5.3 mile portion of abandoned Soo Line trackage east of White Bear Lake was sought for the MTM steam line . . . restoration continued on DSR No. 265, Dan Patch No. 100, NP Triple Combine No. 1102, and NP steam engine No. 328.

1978

In January, the Dan Patch restoration and repainting was completed and it posed out in the snow for the "rebuilder's photos" . . . MTM acquired "Western Star" baggage car No. 480, Great Northern parlor car No. 1084 "Twin Ports", and caboose No. 11065 (ex-CB&Q No. 14534) all from Burlington Northern . . . on March 14, Mesaba Railway interurban passenger car No. 10 also arrived at Como Shops to begin extensive restoration . . . on February 25, the Dan Patch was moved from Como Shops to General Electric's Apparatus Service Shop in north Minneapolis for work on the traction motors, brakes, and trucks, returning to Como Shops under her own power on March 25 . . . 75 MTMers rode the MTM/Amtrak "Arrowhead" special train to Duluth on April 1 for a visit to the superb Lake Superior Museum of Transportation and Industry.

Como-Harriet Streetcar Line and Car No. 1300 were placed on the National Register of Historic Places . . . No. 1300 turned 70 years old on April 9 . . . in August, MTM and the Lake Superior Museum of Transportation reached an agreement whereby each organization will have a representative on each other's Board of Directors to increase communication and good will . . . CETA youths helped MTM for the first time and did an outstanding job of cleaning up the entire right-of-way including replacing the Lake Harriet Station's dirt area with brick . . . Como-Harriet's ridership fell to 38,000 as the parkways around Lake Harriet Station were torn up all summer and a large source of our traffic - the Lake Harriet concerts - were moved elsewhere.

On July 27, the Dan Patch and Triple Combine car No. 1102 made their first public appearance since their restoration at Stillwater for Lumberjack Days . . . between 75 and 100 MTMers attended the 2nd Annual Streetcar Company Picnic on October 1 . . . on November 5, the Dan Patch began a three-day trip (wheel bearing problems) to Duluth under her own power and entered the Lake Superior Museum of Transportation on temporary display . . . restoration continued on DSR No. 265 and NP No. 328.

1979

On April 21, 60 MTMers rode the 2nd Annual MTM/Amtrak "North Star" special to Duluth to visit the historic Union Depot and museum . . . a campaign was launched for a one-mile western extension of the Como-Harriet Streetcar Line which involved surveying hundreds of nearby residents for their opinions; 75% did not object to the proposed extension . . . CETA youths again beautified the Como-Harriet right-of-way . . . "Railfans" beer and empty collector cans featuring a picture of the restored Dan Patch and Triple Combine Car No. 1102 was introduced . . . a 1934 Plymouth four-wheel 25-ton diesel locomotive with "stick-shift" and 4-speed transmission was acquired to replace the Dan Patch as the Como Shop's switcher.

A major realignment and reballasting of about 1,000 ft of Como-Harriet track in the Glen was professionally done in June . . . MTC placed a bus stop at the north end of the Como-Harriet Streetcar Line . . . a Silver Anniversary commemorating the end of streetcar service in 1954 was noted in a special program at Lake Harriet Station on June 17 attended by Park Board and Minnesota Historical Society officials . . . Governor Al Quie and his wife rode No. 1300 later in the day . . . "Streetcar Day" was proclaimed by both Minneapolis and St. Paul mayors . . . Triple Combine car No. 1102 was displayed downtown during the Minneapolis Aquatennial on July 29 and in Wayzata for James J. Hill Days on September 29.

A second car barn (for DSR No. 265) was built adjacent to the original car barn in September and October, requiring the largest cash outlay yet in MTM history - more than \$25,000 . . . Goodrich Lowry's biography of his grandfather, "Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company" was published and celebrated in a party at Lake Harriet Station on September 5 . . . the 3rd Annual Streetcar Company Picnic was held on October 14 attracting over 125 members . . . MTM membership topped 300 for the first time.

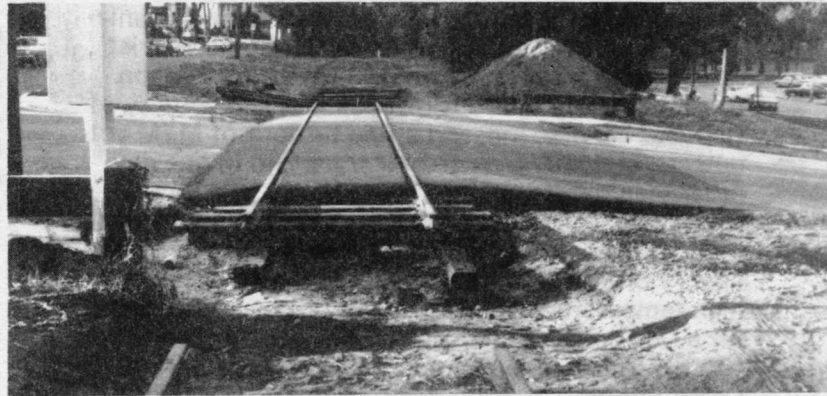
A site for a steam railroad line was redirected to a 10-mile stretch of abandoned Milwaukee Road trackage between Montgomery and Le Center . . . a new common carrier, the Le Center Terminal Railway Company, was incorporated to offer to buy and operate the line . . . restoration of DSR No. 265, NP No. 328, Mesaba No. 10, "Twin Ports", and caboose No. 11065 continued.

As the decade ended, the Como-Harriet Streetcar Line had reached a total length of 4,670 feet and had carried 371,189 passengers since service began in 1971.

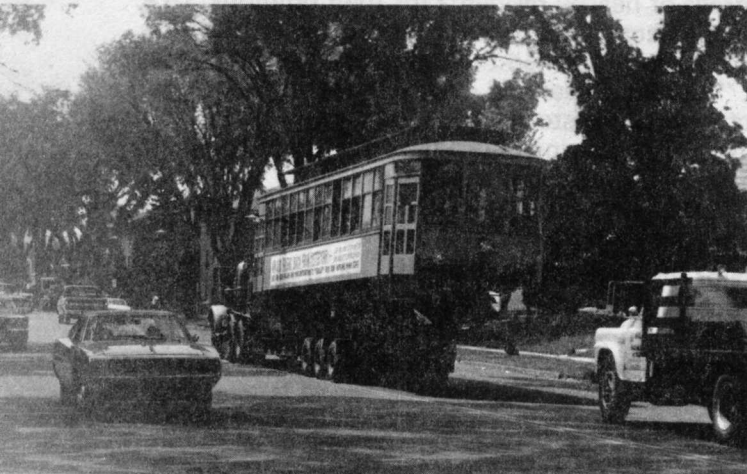
Photos by or courtesy of: Loren J. Martin (LJM), Paul M. Joyce (PMJ), and Frank Sandberg (FS).



1971/New rails for extension to 42nd St. (LJM)



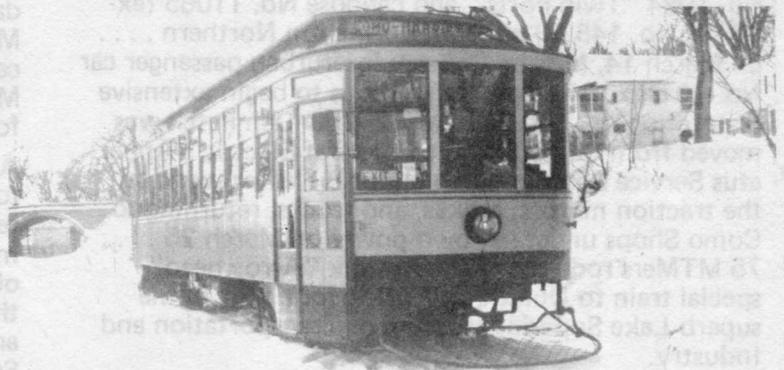
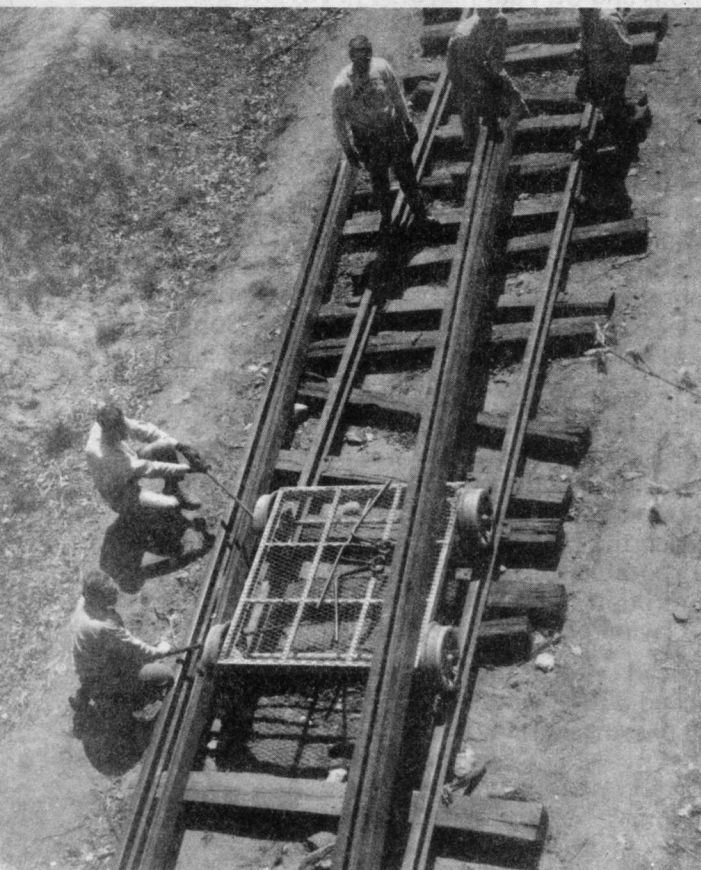
1971/Tracks cross W. 42nd St. once again (LJM)



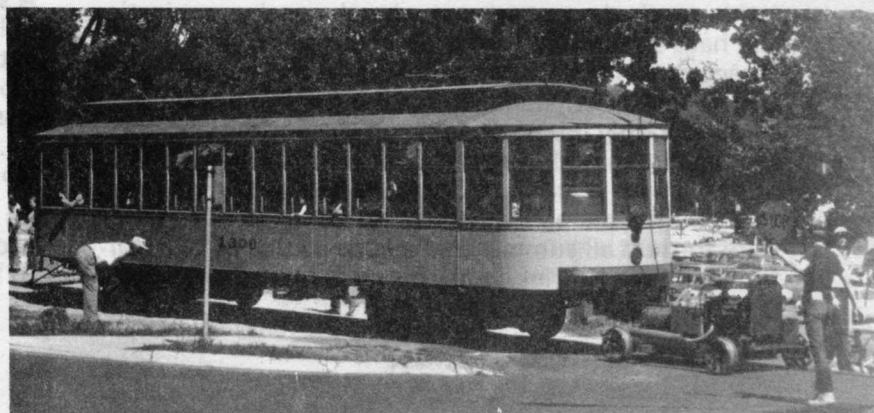
▲ 1971/No. 1300 moved to Lake Harriet (PMJ) ▲

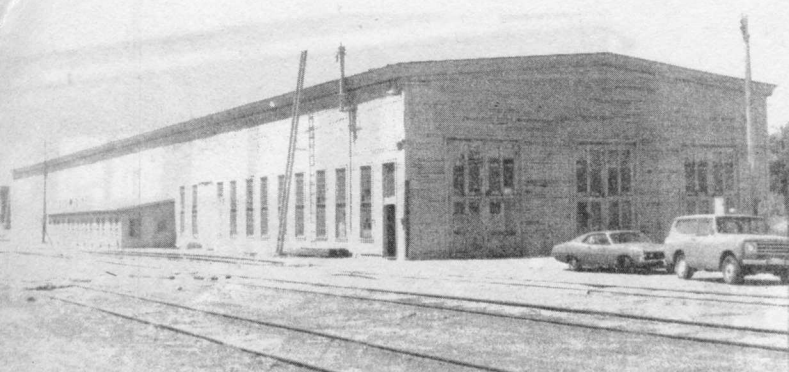


▼ 1972/Tracks reach William Berry bridge (PMJ)

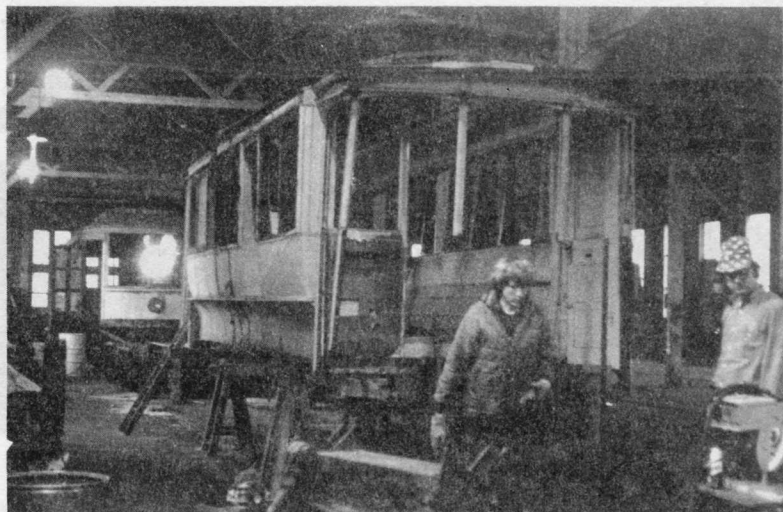


▲ 1972/First winter ('71/'72) at Lake Harriet (LJM)
1972/No. 1300 powered by the "goat" (PMJ) ▼





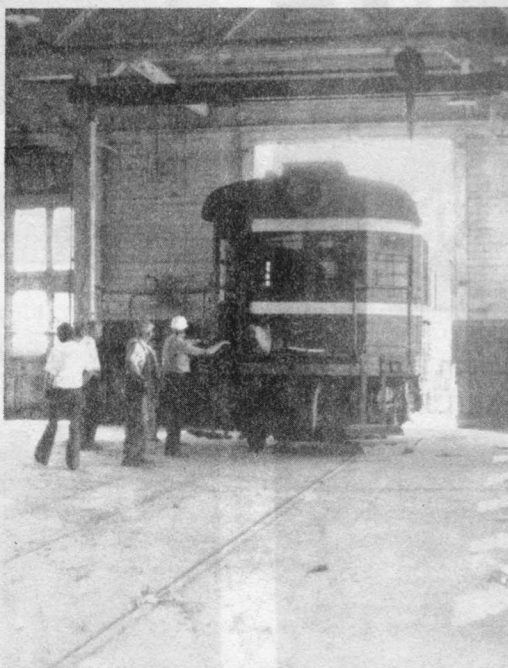
1973/MTM's "new" leased Como Shops from B.N. (LJM)



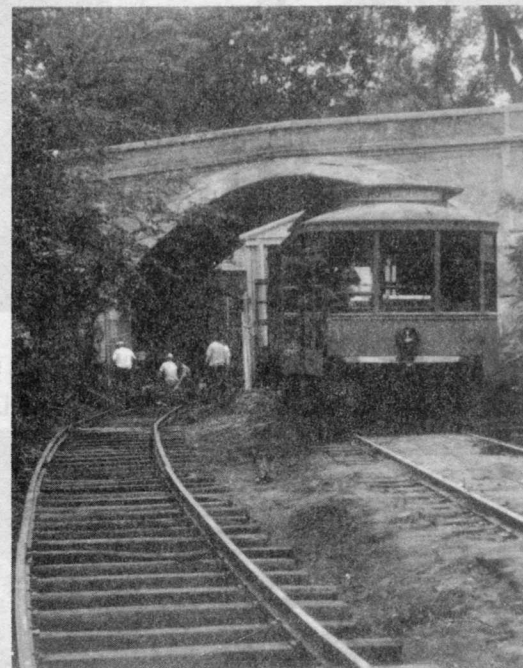
1973/Laclede No. 78 (foreground) & 265 at Como (PMJ)



▲ 1973/Power by wire (LJM)

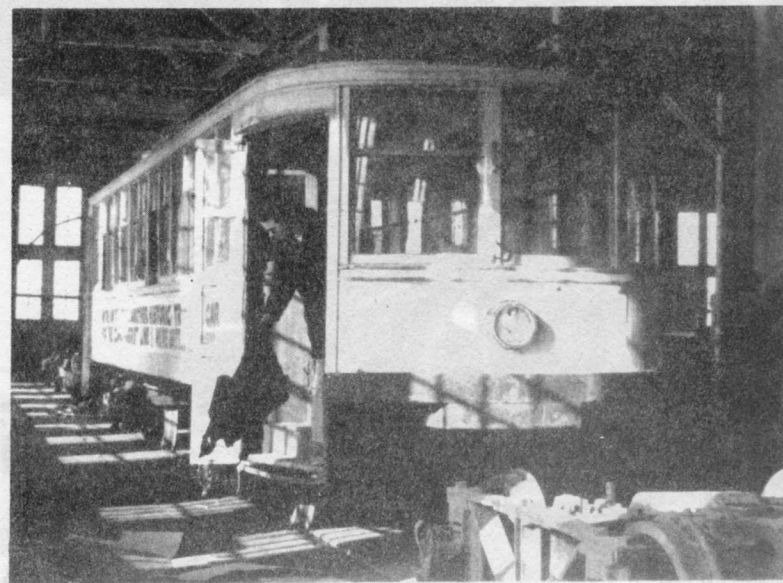
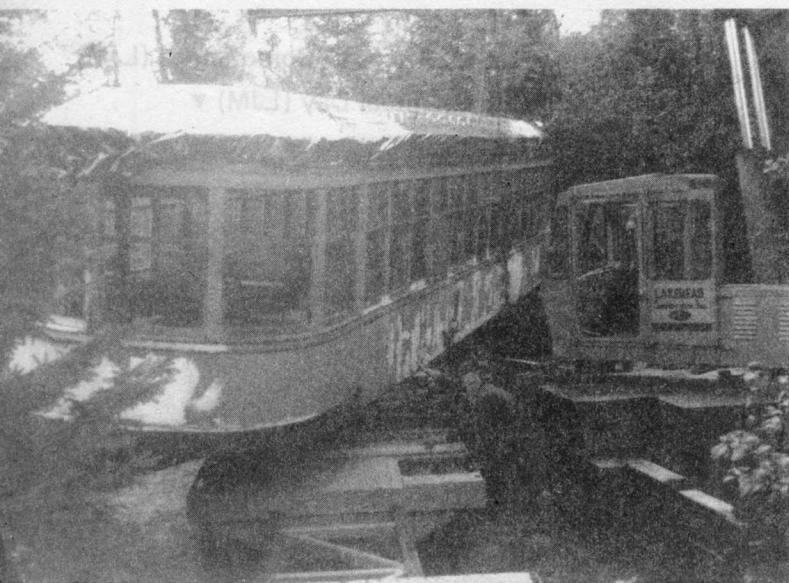


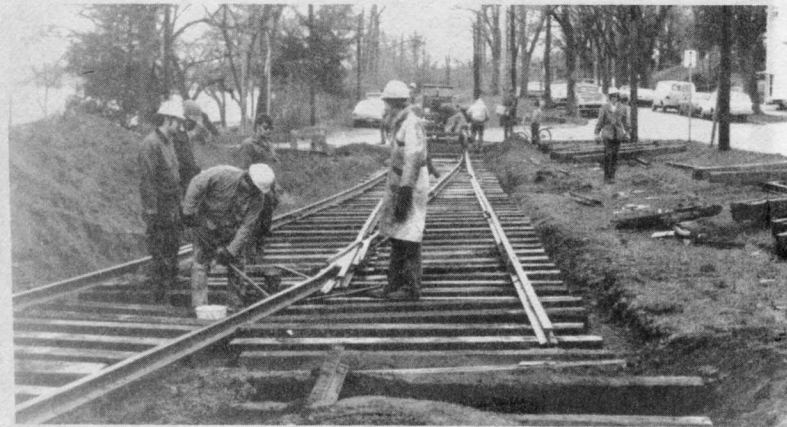
▲ 1973/Dan Patch enters Como (LJM)



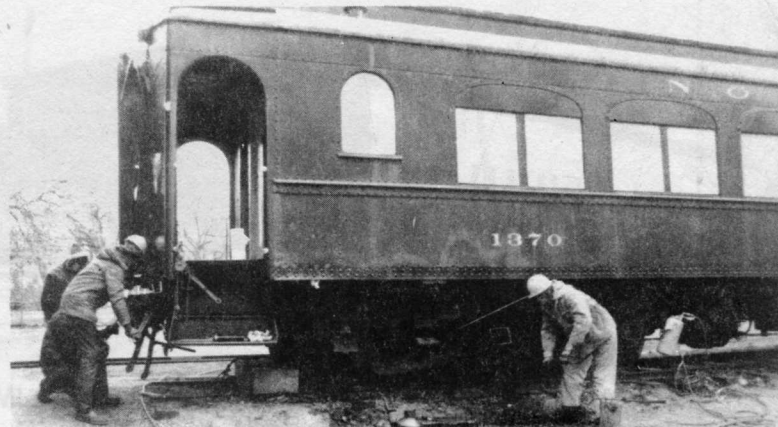
▲ 1973/New siding at car barn (PMJ)

▼ 1973/No. 265 leaves Solon Springs, Wis. (LJM) . . . and arrives at Como Shops (PMJ) ▼

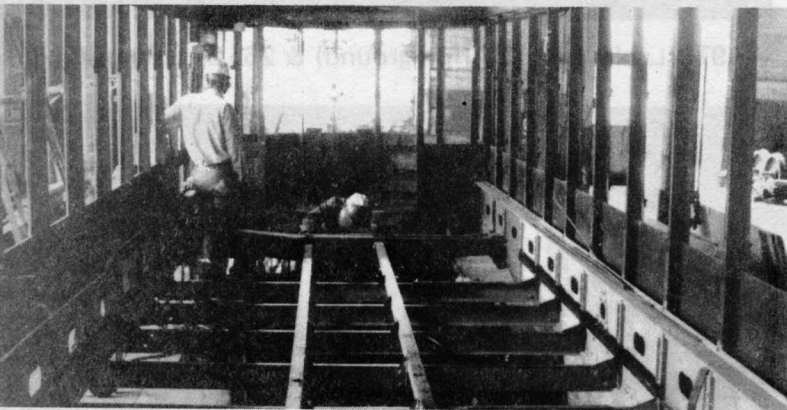




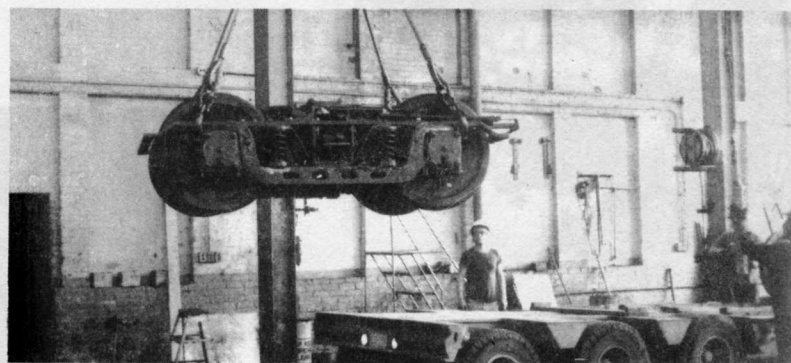
1974/New switch and siding at Station (LJM)



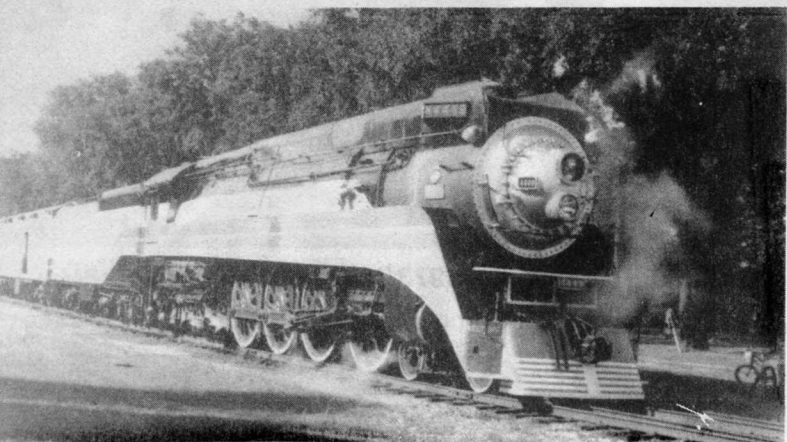
1974/N.P. No. 1370 leaves Minnehaha Depot (LJM)



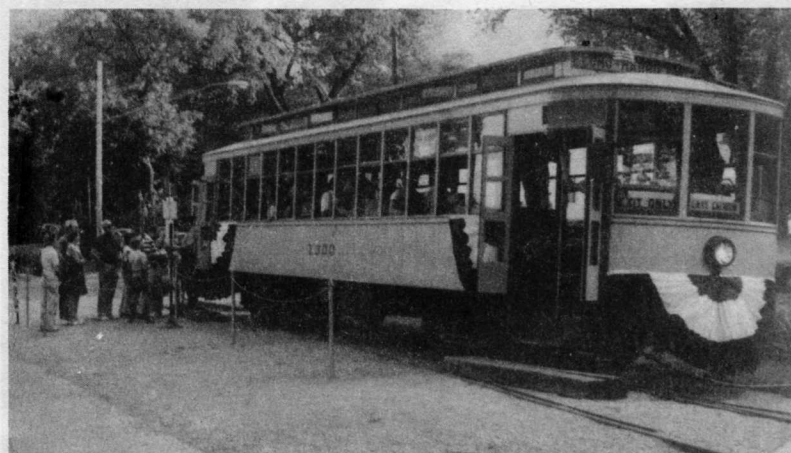
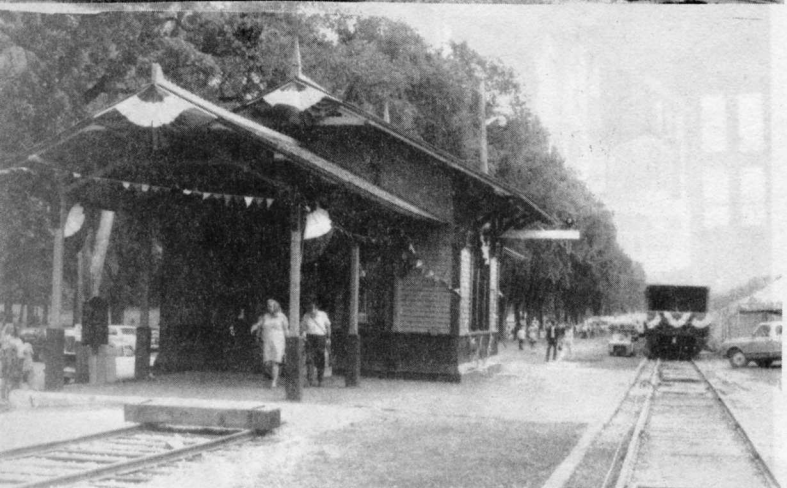
▲ 1975/No. 265 stripped to its skeleton (LJM)
1975/Freedom Train at Minnehaha Depot (LJM) ▼

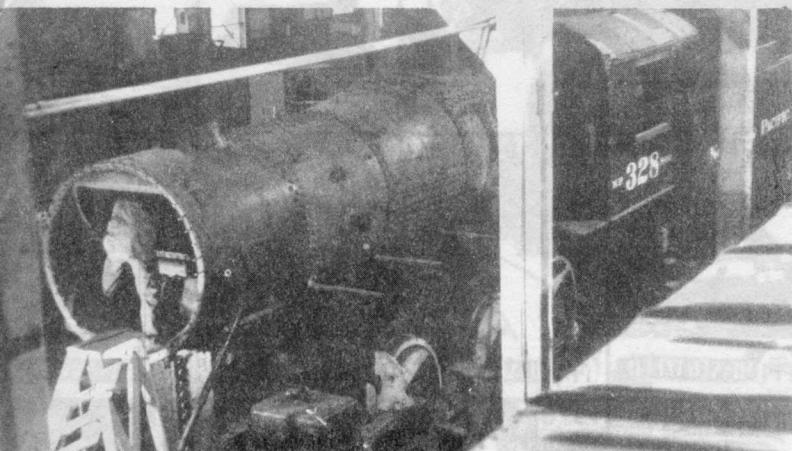


1975/No. 1300's trucks repaired (LJM)

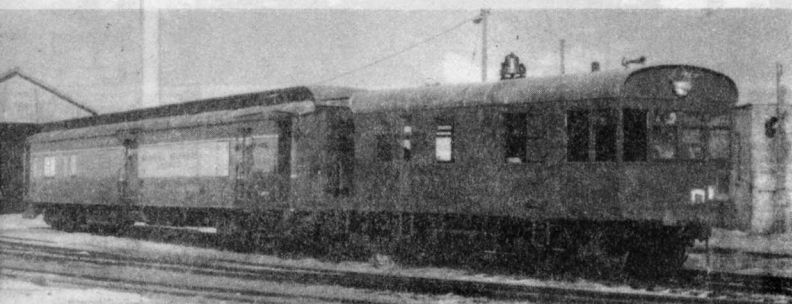


▲ 1976/N.P. No. 328 goes to Como Shops (LJM)
1976/Bicentennial Day (LJM) ▼





1977/No. 328 undergoes boiler work at Como

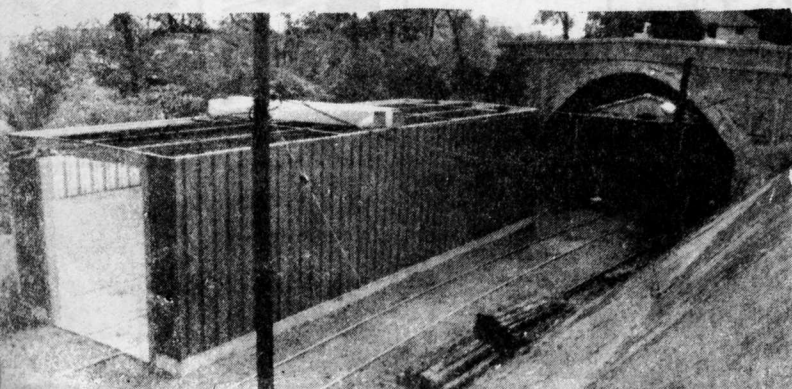


1977/No. 100 & 1102 ready for sandblasting (LJM)



▲ 1978/Rollout of restored Dan Patch No. 100 (FS)

1979/The new carbarn (LJM) ▼



1977/CHSL tracks extended to Lake Calhoun (LJM)



1979/A time to reflect (LJM)

BACK COVER

The back cover illustrates all 62 front covers that have graced the Minnegazettes during the 1970s. There were six issues per year plus two "extras"; one in August 1971 when car No. 1300 began service on the restored Como-Harriet Streetcar Line and one "bulletin" in March 1975 when an urgent appeal went out to members for funds to repair 1300's trucks.

Although these covers are only 1/64 of actual size, a sharp eye will detect the history of MTM through the '70s as reflected on the covers, interspersed with some "golden oldies" photographs from the past.

JAN - FEB 1980
PAGE 12
MINNEGAZETTE
COVERS
1970 - 1979





MINNESOTA STREETCAR MUSEUM

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August 2021

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